

To: Steve Gramm, SDDOT	
From: Steve Hoff, HDR	Project: I-190 Silver Street Study
CC:	
Date: 6/24/2010	Job No: SDDOT 410445, W.O. PD-02-09

RE: Task 400: Research implications of removing Interstate designation

This Technical Memo has been prepared to document the data, analysis and findings as outlined in the Task 400 section of the subject work order. The Technical Memo is organized by subtask and the data, analysis and findings related to each subtask are presented in the subtask discussions. The objective of this task is to provide a basis for SDDOT decisions on the future of Interstate 190.

Background and General Information. Interstate 190 (I-190) comprises of 1.72 miles of the total 679 miles of interstates in South Dakota. I-190 therefore currently accounts for approximately 0.25% of South Dakota's highway miles and lane miles. In addition to the miles of interstate, I-190 comprises of approximately 0.437% (11.2 million vehicle miles traveled) of the vehicle miles traveled (VMT) on the state's interstate system for fiscal year 2010.

De-designation of I-190 from the interstate system would lead to slight reductions in Federal Funds from the Interstate Maintenance (IM) Program assuming that future year funding formulas would be similar to 2009.

Subtask 401: Research funding and regulatory impacts.

This subtask included research of funding and regulatory impacts associated with the removal of the interstate designation on I-190. The research included interviewing FHWA Division (Mark Hoines) and National office staff (Kevin Adderly – 202-366-5006).

HDR discussed the possible de-designation of I-190 and have received the following comments:

1. The ability to de-designate I-190 is available, but is not done frequently. A majority of interstate de-designations occurred during the 1960's and early 1970's.
2. A key issue may be management of the existing I-190 right-of-way (ROW). FHWA Division office staff have provided an opinion that repayment of previous Interstate funding would not be required if the route remains a public roadway. Any sale of the I-190 corridor ROW, however, would trigger a more detailed examination if the State intends to sell or distribute ROW acquired with Federal Funds for the purpose of development.
3. The FHWA Division office has provided guidance regarding preparation of a letter and packet of information to be forwarded to the FHWA National Office requesting de-designation.
4. The "packet" of information would be similar to that required for a proposed addition to the interstate system (i.e. interchange or overpass) and would consist of:
 - a. MPO resolution providing concurrence/support with the decision; and
 - b. Additional Local Government support would be well received.
5. AASHTO will also need to act to change the official route designation.

Interstate Maintenance (IM) Program:

The existing IM program provides funding for resurfacing, restoring, rehabilitating, and reconstructing (4R) for most routes on the Interstate System. Based on the current funding formula, South Dakota received \$43.8 million. (Note that South Dakota had 3% of funds transferred from their apportionments to the State's 402

Safety Program in compliance with Section 164 of Title 23- Minimum penalties for repeat offenders for Driving Under the Influence).

IM funds are apportioned to States based on the following:

- 33-1/3% based on **lane miles** on **Interstate System routes** open to traffic;
- 33-1/3% based on **total vehicle miles traveled (VMT)** on **Interstate System routes** open to traffic; and
- 33-1/3% based on State's annual contributions to the Highway Account of the Highway Trust Fund attributable to commercial vehicles.

Removing I-190 from the Interstate system would reduce IM funds by approximately 0.083% based on lane miles or approximately \$36,347, based on FY2009 authorization levels. De-designation will decrease VMT on interstate roadways by 0.437%, leading to an additional decrease in funds by 0.146%, or \$63,859, based on FY2009 authorization levels. The total per year decrease in IM funding, based on formula alone, would be approximately \$100,206 based on FY2009 authorizations.

South Dakota, however, currently is a minimum guarantee state, meaning that a floor has been established for overall Federal funding. Any difference in IM, NHS, or STP funding associated with redesignating I-190 would be offset by the Equity Bonus Program.

Funding impacts will potentially be felt, however, in the difference between the local match levels for IM (10%) and other programs (20%). The decrease in IM funding discussed above would only have a net impact to the State of South Dakota through the change in match levels of about \$13,900. Any future projects on the route would require double the state financial commitment if the designation is changed. In an era when South Dakota is already facing transportation funding challenges, the difference in funding match may be important.

Considering some example scenarios can help put the match issue into perspective:

- Scenario 1 – retain Interstate designation and build new Silver Street interchange, rough cost \$11.5 million, match \$1.15 million.
- Scenario 2- change route designation and build new Silver Street interchange, rough cost \$11.5 million, match \$2.3 million.
- Scenario 3 – change route designation and build new at-grade intersection, rough cost \$4 million, match \$0.8 million.

Judging solely based on cost impacts, Scenario 3 appears most favorable. Public input, however, seems to be favoring a rebuilt interchange at Silver Street (see discussion later in this memo). If an interchange is contemplated, retaining Interstate designation would be indicated. Cost will be considered as part of an overall decision matrix in the study report.

National Highway System (NHS) Program:

Currently, the 1.7 mile route is on the NHS as part of the Interstate system. The route would still be eligible for federal funding for non-Interstate routes and would be eligible for inclusion as a non-interstate NHS route connecting to a public transit facility. Such inclusion, however, may require other mileage to be removed from the NHS. A more detailed financial analysis is included in a memorandum by HDR economists, attached to the end of this report.

Information “Packet”:

Interstate access regulations indicate that removal of an interchange, such as the Silver Street interchange on I-190, is a reason for the analysis provided in an Interchange Justification Report (IJR). Such reports analyze existing and forecast operations in the vicinity of the interchange and provide the technical basis for an action decision in an Environmental Assessment (EA), or other environmental review. Since the study area for an IJR at the Silver Street interchange will likely include all of Interstate 190, it makes sense to analyze

operations within the study area for this Phase 1 analysis to support the potential re-designation request and augment the analysis to produce an IJR. The decision-making process then becomes continuous and leads to the final action decision. The action that is the subject of the IJR must be evaluated in light of 8 conditions and requirements, as stated in federal regulations:

1. The need being addressed by the request cannot be adequately satisfied by existing interchanges to the Interstate, and/or local roads and streets in the corridor can neither provide the desired access, nor can they be reasonably improved (such as access control along surface streets, improving traffic control, modifying ramp terminals and intersections, adding turn bays or lengthening storage) to satisfactorily accommodate the design-year traffic demands.
2. The need being addressed by the request cannot be adequately satisfied by reasonable transportation system management (such as ramp metering, mass transit, and HOV facilities), geometric design, and alternative improvements to the Interstate without the proposed change(s) in access.
3. An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis shall, particularly in urban areas, include at least the first adjacent existing and proposed interchange on either side of the proposed change in access. The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, shall be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network. Requests for a proposed change in access must include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect, distribute and accommodate traffic on the interstate facility, ramps, intersection of ramps with crossroad, and local street network. Each request must also include a conceptual plan of the type and location of the signs proposed to support each design alternative.
4. The proposed access connects to a public road only and will provide for all traffic movements. Less than “full interchanges” may be considered on a case-by-case basis for applications requiring special access for managed lanes (e.g., transit, HOVs, HOT lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards.
5. The proposal considers and is consistent with local and regional land use and transportation plans. Prior to receiving final approval, all requests for new or revised access must be included in an adopted Metropolitan Transportation Plan, in the adopted Statewide or Metropolitan Transportation Improvement Program (STIP or TIP), and the Congestion Management Process within transportation management areas, as appropriate.
6. In corridors where the potential exists for future multiple interchange additions, a comprehensive corridor or network study must accompany all requests for new or revised access with recommendations that address all of the proposed and desired access changes within the context of a longer-range system or network plan.
7. When a new or revised access point is due to a new, expanded, or substantial change in current or planned future development or land use, requests must demonstrate appropriate coordination has occurred between the development and any proposed transportation system improvements. The request must describe the commitments agreed upon to assure adequate collection and dispersion of the traffic resulting from the development with the adjoining local street network and Interstate access point.
8. The proposal can be expected to be included as an alternative in the required environmental evaluation, review and processing. The proposal should include supporting information and current status of the environmental processing.

Future Transportation Funding Program Impacts:

Specifics of the potential impacts on I-190 posed by pending reauthorization of surface transportation legislation are largely unknown at this time. Congress is currently funding transportation expenditures through continuations of the previous transportation bill. Proposals for a new transportation bill have ranged widely, with the greatest concern centered on providing adequate, sustainable funding for transportation needs. Some items that appear in many of the proposals include:

- Consolidation or elimination of many current programs,
- Increased emphasis on safety, sustainability, and urban congestion,
- Use of performance standards, and
- Streamlining project delivery.

At this time there doesn't appear to be an impediment to re-designation of I-190 in the pending proposals.

HDR also conducted an inquiry among the transportation professionals in our offices and professional associations. We were able to find few records of any segment of existing roadway being removed from the Interstate highway system, a finding that was verified by Federal Highway Administration officials.

One useful source of historical information on the highway system is Wikipedia, where extensive documented descriptions have been assembled. Wikipedia shows a total of 67 instances where Interstate designations have been eliminated, but almost all have been due to renumbering of the Interstate system or cancellation of planned Interstate routes. The three notable exceptions are I-170, I-378 and I-480.

I-170 in Maryland was originally planned and partially built as part of the eastern terminus of the I-70 transcontinental route in the Baltimore area. The route was built to serve the Baltimore central business district, but I-70 was rerouted and the I-170 spur was eliminated from the Interstate system. It currently is designated at US 40.

A similar story underlies the fate of I-378. That route was built in the Bethlehem, PA area as part of the Interstate 78 system. When I-78 was rerouted, I-378 was changed to a state-jurisdiction freeway.

Perhaps the most well-known instance of elimination of an Interstate was I-480, or the Embarcadero Freeway in San Francisco, CA. The route was originally planned and partially built as a bayside freeway connection between the Oakland Bay Bridge and the Golden Gate Bridge. The constructed freeway section was heavily damaged in the Loma Prieta earthquake in 1989 and swelling public resistance caused the freeway section to be removed and the route returned to state-jurisdiction arterial street route.

These examples are rare and random events and have resulted in no specific regulation or guidance on elimination of routes from the Interstate system. While such action is not specifically addressed in regulation or precedent, the guidance provided by the FHWA staff provides a clear path for action, should SDDOT decide to pursue re-designation of I-190.

Subtask 402: Coordination with Rapid City MPO. The study was introduced to the MPO committees at their regular April meetings. MPO committee members were also invited to a public meeting in May to view concepts for the future of the I-190/Silver Street interchange area and to discuss the ramifications of possibly changing I-190 from an Interstate highway to an expressway or arterial street.

Subtask 403: Public Meeting. A public meeting was held on May 27, 2010 to introduce and discuss re-designating I-190 and collect public input. Concept drawings for study area improvements were provided, along with a summary of funding and regulatory impact research. Copies of the completed comment cards from the public meeting are included in the Appendix of this technical memo. Some notable comments include:

- Those expressing a preference for one of the options favored Option 2a, a single-point interchange with a realigned cross-street. Option 4a, an at-grade intersection with a realigned cross-street also was viewed favorably, but not as favorably as Option 2a.

- A number of comments requested that the existing I-190 route be curved to the east to connect to Mt. Rushmore Road at Omaha Street, an action that may conflict with plans for Central High and with existing parks and floodways.
- Attention was drawn to providing good handling of events at the Civic Center and Central High.
- The school district objected to any plans that would cut off existing connections between the northbound off ramp at Silver Street and Central High parking lots. A meeting is planned for June 29 to document school district comments, which will be conveyed by separate memo.

Subtask 404: Prepare Technical Memo. This technical memo documents the work done during this Task 400. Attachments to the memo include a pro-con list related to the re-designation decision and a digest of comments received from the MPO committees and public.

ATTACHMENTS

Pro-Con List

Public Meeting Attendance Log

Comment Sheets

Public Follow-up

Memo – HDR economists

PRO-CON LIST

I-190 CONVERSION DECISION

PRO - REASONS TO REDESIGNATE	CON - REASONS NOT TO REDESIGNATE
1. <u>CLARITY</u> - REDESIGNATION WOULD HELP CLARIFY EXISTING DEAD-END INTERSTATE ROUTE	1. <u>COST</u> - SMALL POTENTIAL EFFECT ON OVERALL FEDERAL REIMBURSEMENT, SWITCHING OF FUND SOURCE
2. <u>STANDARDIZATION</u> - REDESIGNATION WOULD FIX HIGHWAY THAT DOESN'T MEET DESIGN STANDARDS	2. <u>RECOGNITION</u> - NO LONGER INTERSTATE SERVICE TO CITY CENTER
3. <u>CONNECTIVITY</u> - REDESIGNATION COULD ALLOW CORRIDOR TO HAVE BETTER CONNECTIVITY AND PLAY A GREATER ROLE IN CIRCULATION	3. <u>DELAY</u> - SOME TRIPS MAY BE SLIGHTLY LONGER
4. <u>BEAUTIFICATION</u> - REDESIGNATION COULD ALLOW MORE ROOM FOR LANDSCAPING, AMENITIES	4. <u>CAPACITY</u> - UNUSED CAPACITY MAY BE NEEDED IN THE FUTURE
5. <u>SAFETY</u> - REDESIGNATION COULD ALLOW ELIMINATION OF LIFE-LIMITED BRIDGES, NON-STANDARD DESIGN	
6. <u>CAPACITY</u> - CURRENT UNDER-USED ROUTE COULD BE REPURPOSED FOR BICYCLES, PEDESTRIANS, OTHER TRANSPORTATION USES	
7. <u>COST</u> - POSSIBLE ELIMINATION OF BRIDGE COSTS	
8. <u>ENVIRONMENT</u> - REDESIGNATION AND CHANGE TO AN ARTERIAL ROUTE COULD PRODUCE LESS NOISE AND HAVE REDUCED ENVIRONMENTAL IMPACTS	

Interstate 190/Silver Street Study
 OPEN HOUSE ATTENDANCE
 May 27, 2010
 - PLEASE PRINT -

Name	Address	City, State ZIP
Greg Teszen	Senator Dist 34	Rapid City
Steve Gamm	700 E Broadway	Pierre
Steve binson	700 E Broadway	Pierre SD 57501
SODI PAGE	3820 Jackson Blvd - HDR	RAPID CITY
Chris Bailey	3820 Jackson Blvd - HDR	RC SD 57702
Mark Hoiness	FHWA - Pierre	Pierre
Ron McMahon	"	Pierre
Brad Remmick	700 E Broadway	Pierre
Holly Meyer	Rapid City Journal	
GARY LINGER	SPDOT	RC
DAN BRITTON	4515 STEELER	RC
Marcia Elkins	300 Sixth St. RE	RC
Charles Piper	Hill City	
Dan Jamison	Rapid City Econ Development	RC
Lyle Delkies	Denver, CO	

Interstate 190/Silver St. Study

WE WANT TO KNOW WHAT YOU THINK! What are your concerns? What do you feel the SDDOT and the consulting engineer need to take into account? What problems do you foresee? Please submit your comments before June 11, 2010 to:

Mail: HDR Engineering, Inc.

ATTN: Rick Laughlin

6300 S. Old Village Place, Suite 100

Sioux Falls, SD 57108-2102

Web: http://www.sddot.com/pe/projdev/planning_ss_1190.asp

E-mail: Rick.Laughlin@hdrinc.com

Fax: 605-977-7747

Best Option: 2A

Reasoning: (1) No need to connect to Silver St. Per, lefts
may have to drive a little further but will get
a quieter street.

(2) I do not think at grade intersection works

Minimize land use. Urban interchange works well.

(Senator, Dist 34)
Craig Hansen

(optional)
Name:

Phone: 348-4990

Address: 3416 Brookside

Email:

Interstate 190/Silver St. Study

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Mail: HDR Engineering, Inc.

ATTN: Rick Laughlin

6300 S. Old Village Place, Suite 100

Sioux Falls, SD 57108-2102

Web: http://www.sddot.com/pelprojdev/planning_ss_1190.asp

E-mail: Rick.Laughlin@hdrinc.com

Fax: 605-977-7747

- 1) MOVEMENT OF TRAFFIC FROM LARGES CIVIC CENTER EVENTS & HIGH SCHOOL EVENTS NEED TO BE TAKEN INTO CONSIDERATION.
- 2) EXCELLENT TRAFFIC FLOW TO MT RESTORING RD & DOWNTOWN AREA AREAS SERIOUS CONSIDERATION.
- 3) EVALUATING THE FLOW THRU ASPECT WITH THE INTERSTATE DESIGNATION APPEAR TO BE PROBLEMATICS FOR FUTURE GROWTH NORTH OF RAPID CITY

(optional)

Name:

Jim Scull

Phone:

342-2379

Address:

PO Box 7636, Rapid City, SD 57709

Email:

JIMSC@SCULLCONST.COM

Interstate 190/Silver St. Study

WE WANT TO KNOW WHAT YOU THINK! What are your concerns? What do you feel the SDDOT and the consulting engineer need to take into account? What problems do you foresee? Please submit your comments before June 14, 2010 to:

Mail: HDR Engineering, Inc.

ATTN: Rick Laughlin

6300 S. Old Village Place, Suite 100

Sioux Falls, SD 57108-2102

Web: http://www.sddot.com/pel/projdev/planning_ss_1190.asp

E-mail: Rick.Laughlin@hdrinc.com

Fax: 605-977-7747

This is a part of our future - designing a roadway that
comes off of I-90 - into Rapid City - Snaga - and Road Name
should be? Mount Rushmore Road - to assist in the direction
of tourism from the Interstate - bringing visitors into the city -
this could also create a new economic opportunity building new
business along this roadway. Traffic slow down can also benefit the
city and create a better safer way to enter the city - Redesign to
help the road from going directly into West Blvd.

(optional)

Name: Lisa Modrick

Address:

803 Saint George Street, Rapid City SD

Phone: 605-342-2900

Email:

LISA@Modrick.com

59761

Interstate 190/Silver St. Study

WE WANT TO KNOW WHAT YOU THINK! What are your concerns? What do you feel the SDDOT and the consulting engineer need to take into account? What problems do you foresee? Please submit your comments before June 11, 2010 to:

Mail: HDR Engineering, Inc.

ATTN: Rick Laughlin

6300 S. Old Village Place, Suite 100

Sioux Falls, SD 57108-2102

E-mail: Rick.Laughlin@hdrinc.com

Fax: 605-977-7747

Web: http://www.sddot.com/pe/projdev/planning_ss_1190.asp

I would like to see I 90 (Exit 57)

maintained as Interstate, but curved

to the East below Central HS to

either connect directly into Mt.

Pushmataha Rd, or it this is not

feasible curved to exit onto

Omaha (Exit #4) so next light

(as it is now) being Mt. Pushmataha Rd.

(optional)

Name:

Tom Katus

Phone:

(605) 718-0545

Address:

821 W. 4th

Prater Drive, RC, SD

Email:

tmkatus@gmail.com

57701

From: Heller Monica [Monica.Heller@rcgov.org]
Sent: Thursday, June 03, 2010 1:46 PM
To: Steve.Gramm@state.sd.us; Laughlin, Rick
Subject: FW: CHAMBER: Transportation Committee Meeting Notice 6-9-2010

FYI

From: Chamber Information [mailto:info@rapidcitychamber.com]
Sent: Thursday, June 03, 2010 12:54 PM
Subject: CHAMBER: Transportation Committee Meeting Notice 6-9-2010

Rapid City Chamber of Commerce

**Transportation Committee Meeting
will be held on**

**Wednesday, June 9, 2010
at 10:00 am in the
Chamber Board Room**

Prior to next week's meeting Committee Members are encouraged to review the enclosed link to the **SDDOT / Project Development / Planning / Special Studies I-190 Corridor / Silver Street Interchange in Rapid City.**

Reason for Study: Given the aging I-190 structures with low clearance at the Silver Street interchange in Rapid City, the South Dakota Department of Transportation has targeted the interchange for replacement. This study is to evaluate options for the future of the interchange, and possibly for the entire I-190 corridor.

Study Limits: The study will examine the I-190 highway corridor and the influencing arterial and collector roadways. The primary route to be studied follows the I-190 corridor from SD44 (Omaha Street) to I-90, and includes all ramps and ramp intersections along the corridor, emphasizing the Silver Street interchange.

Comments Requested by June 11th and can be submitted at the enclosed link.

http://www.sddot.com/pe/projdev/planning_ss_I190.asp

From: Heller Monica [Monica.Heller@rcgov.org]
Sent: Thursday, June 03, 2010 1:16 PM
To: Laughlin, Rick
Subject: FW: I-190 Corridor Study

Per Steve Gramm's request

From: Heller Monica
Sent: Thursday, June 03, 2010 8:50 AM
To: 'Beth Hottel'
Subject: RE: I-190 Corridor Study

Right now there is not another meeting scheduled so it would be best if they filled out the comment form.

Thanks

Monica Heller
Community Planning Coordinator

City of Rapid City
300 Sixth Street
Rapid City, SD 57701
(605) 394-4120

From: Beth Hottel [mailto:beth@downtownrapidcity.com]
Sent: Thursday, June 03, 2010 8:24 AM
To: Heller Monica
Subject: FW: I-190 Corridor Study

Monica,
I can forward this in an email blast to all of our members and downtown friends. What would you like them to do?...Fill out the comment form or is there another meeting coming up?

Thanks,
Beth

Beth Hottel
Destination Rapid City
Assistant Director
606 Main Street
Rapid City, SD 57701
Office 605-716-7979
beth@downtownrapidcity.com
destinationnews@rushmore.com

From: Dan Senftner [mailto:dsenftner@rushmore.com]
Sent: Thursday, June 03, 2010 7:58 AM
To: 'Beth Hottel'

From: Heller Monica [Monica.Heller@rcgov.org]
Sent: Thursday, June 03, 2010 1:15 PM
To: Laughlin, Rick
Subject: FW: I-190 Corridor Study

Per Steve Gramm's request

From: Heller Monica
Sent: Wednesday, June 02, 2010 3:50 PM
To: 'dsenftner@rushmore.com'
Subject: I-190 Corridor Study

If you could pass this on to those that may be interested that would be great. Not many people showed up at the public meeting and SDDOT is really looking for comments.

http://www.sddot.com/pe/projdev/planning_ss_i190.asp

Monica Heller
Community Planning Coordinator

City of Rapid City
300 Sixth Street
Rapid City, SD 57701
(605) 394-4120

From: Heller Monica [Monica.Heller@rcgov.org]
Sent: Thursday, June 03, 2010 1:16 PM
To: Laughlin, Rick
Subject: FW: I-190 Study

Per Steve Gramm's request

From: Heller Monica
Sent: Wednesday, June 02, 2010 3:47 PM
To: 'mcelgunn@rapidcitychamber.com'
Subject: I-190 Study

If you could pass this on to those that may be interested that would be great. Not many people showed up at the public meeting and SDDOT is really looking for comments. .

http://www.sddot.com/pe/projdev/planning_ss_l190.asp

Monica Heller
Community Planning Coordinator

City of Rapid City
300 Sixth Street
Rapid City, SD 57701
(605) 394-4120

From: Heller Monica [Monica.Heller@rcgov.org]
Sent: Thursday, June 03, 2010 1:16 PM
To: Laughlin, Rick
Subject: FW: I-190 Study

Per Steve Gramm's request

From: Heller Monica
Sent: Wednesday, June 02, 2010 3:48 PM
To: Lisa Modrick (home)
Subject: RE: I-190 Study

I just noticed that it doesn't look like the link in the article to SDDOT's website is working. Here is the direct link
http://www.sddot.com/pe/projdev/planning_ss_l190.asp

From: Lisa Modrick [mailto:lisa@modrick.com]
Sent: Wednesday, June 02, 2010 3:42 PM
To: Heller Monica
Subject: Re: I-190 Study

Thanks for the info!

Heller Monica wrote:

I'm not sure if the Mt Rushmore Road Group really has any interest in this, but wanted to make sure you were aware of some of the discussions and options SDDOT is looking at on I-190. If you have any comments please let them know. http://www.rapidcityjournal.com/news/article_daa39182-6a09-11df-8912-001cc4c002e0.html

Monica Heller
Community Planning Coordinator

City of Rapid City
300 Sixth Street
Rapid City, SD 57701
(605) 394-4120

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Lisa Modrick



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I am using the free version of SPAMfighter.

We are a community of 7 million users fighting spam.

SPAMfighter has removed 4684 of my spam emails to date.

Get the free SPAMfighter here: <http://www.spamfighter.com/en>

The Professional version does not have this message

Subject: FW: I-190 Corridor Study

From: Heller Monica [mailto:Monica.Heller@rcgov.org]

Sent: Wednesday, June 02, 2010 3:50 PM

To: dsenftner@rushmore.com

Subject: I-190 Corridor Study

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http://www.sddot.com/pe/projdev/planning_ss_i190.asp

Monica Heller

Community Planning Coordinator

City of Rapid City
300 Sixth Street
Rapid City, SD 57701
(605) 394-4120

Laughlin, Rick

From: Heller Monica [Monica.Heller@rcgov.org]
Sent: Wednesday, June 16, 2010 1:20 PM
To: Laughlin, Rick
Cc: Steve.Gramm@state.sd.us
Subject: I-190

I went to the Mt Rushmore Road Group meeting yesterday afternoon to discuss interstate vs non-interstate on I-190, again about half of the people there (mostly long term Rapid City residents) didn't know it was called I-190 or that it was an interstate. They did want to talk about the different interchanges/intersections and really want I-190 to line up with Mt Rushmore Road. I told them that was phase II of the project and that there would be more opportunity for public involvement in phase II. Their main concern was signing on the interstate so that people use I-190/Mt Rushmore Road to get to Mt. Rushmore rather than using Elk Vale. From the couple of meetings I've been to I don't think the public cares much about the interstate designation, but they will care about the design and any changes to Silver Street.

Monica Heller
Community Planning Coordinator

City of Rapid City
300 Sixth Street
Rapid City, SD 57701
(605) 394-4120



To: I-190 – Silver Street Interchange Team

From: Neil Pogorelsky, Daphne Federing

Project: Interstate I-190 – Silver Street
Bridge/Interchange in Rapid City

CC:

Date: May 12, 2010

Job No:

RE: Interstate I-190 – Silver Street Bridge/Interchange in Rapid City – Implications of Removing Interstate Designation

Interstate I-190 is an auxiliary Interstate Highway that runs 1.72 miles from I-90 into downtown Rapid City. It overlaps U.S. 16 and was opened in 1962.

There are 679 miles of Interstates in South Dakota (414.8 of the miles on I-90 and I-190; 263.8 miles on I-29 and I-229).¹ I-190 therefore currently accounts for about 0.25% of South Dakota's Interstate highway miles. In terms of lane-miles, I-190's 6.88 lane miles account for 0.25% of the state's Interstate System lane miles (2,767). Total vehicle miles traveled (VMT) on the Interstate System by approximately 11.2 million vehicle miles annually or 0.437% of South Dakota's total VMT on the Interstate Systems for fiscal year 2010.

De-designation of I-190 as part of the Interstate Highway System could lead to slight reductions in Federal Funds from the Interstate Maintenance (IM) Program, but if the roadway retains a designation as part of the National Highway System, additional funds would be forthcoming from that program resulting in a net positive funding effect if future year's funding approaches were identical to 2009.

The final impact of de-designation on Federal funds depends on the interplay of various formulas, if the road is designated part of NHS system, minimum funding guarantees of several formulas, and any unanticipated future Congressional action.

Interstate Maintenance (IM) Program – Likely Loss of Funds

The IM program provides funding for resurfacing, restoring, rehabilitating and reconstructing (4R) for most routes on the Interstate System. In FY 2009, \$6.5 billion was authorized for the nation, with approximately **\$43.8 million** for South Dakota. (Note that along with ten other states, South Dakota had 3% of funds transferred from their apportionments to the State's 402 Safety Program in compliance with Section 164 of Title 23 (Minimum Penalties for Repeat Offenders for Driving While Intoxicated or Driving Under the Influence).

IM funds are apportioned to States based on the following:

- 33-1/3% based on **lane miles on Interstate System routes** open to traffic
- 33-1/3% based on **total vehicle miles traveled on Interstate System routes** open to traffic
- 33-1/3% based on State's annual contributions to the Highway Account of the Highway Trust Fund attributable to commercial vehicles.

Removing I-190 from the Interstate system in South Dakota would reduce IM funds by approximately 0.083% based on the first the factor (lane miles) in the funding formula, or approximately \$36,347, based on FY 2009 authorization levels.^{2 3} De-designation will decrease VMT on Interstates roadways by 0.437%, used in the

¹ South Dakota state webpage; <http://www.state.sd.us/factpage.htm>.

² Note that the transfer of funds to the state 402 Safety Program would also be reduced.

³ Note that is calculation is not based on lane-miles, but total miles.

second factor of the IM funding formula, leading to additional decreased 2009 authorized funds by 0.146%, or \$63,859. The total decline in IM funding, based on FY 2009 authorizations would be approximately \$100,206.⁴

National Highway System (NHS) Program – Potential Increase in Funds (Depending on New Designation)

The approximately 64,000 miles of the NHS includes the Interstate System, Other Principal Arterials, Strategic Highway Network (STRAHNET), Major Strategic Highway Network Connectors, Intermodal Connectors). The National Highway System program is authorized for almost \$8 billion dollars in FY 2009; South Dakota is authorized to receive approximately **\$55.3 million**.

The formula for apportioning NHS funds is as follows:

- 25% based on lane miles on principal arterial routes (**excluding** the Interstate System)
- 35% based on vehicle miles traveled on principal arterial routes (**excluding** the Interstate System)
- 30% based on diesel fuel used on highways
- 10% based on total lane miles on principal arterials divided by the State's total population

Based on FY 2009 funding authorization, adding I-190 to the National Highway System as a road not part of the Interstate System (such as an Other Principal Arterial) would increase funds by \$177,317, more than would have been lost from the IM program.

Other Programs

Programs not likely to have funding affected include:

- Surface Transportation Program – based on Federal-aid highways, which include the Interstate routes, other roads in the National Highway System, and many state highways (most of South Dakota's state highways are included according to SDDOT).
- State and Community Highway Safety Grants – based on population and total public road mileage.

Summary

De-designating I-190 so that it is no longer part of the Interstate System, would lead to a loss of some funds from the Interstate Maintenance (IM) Program, approximately \$100,206 annually. If I-190's new designation is as part of the National Highway System, the state could receive additional funds of about \$177,315, for a net *positive* impact on funding of about \$77,109 annually.

Action on I-190	Net Annual Impact On Federal Transportation Funds to South Dakota
De-designate I-190 New Designation not as part of National Highway System	-\$100,206
De-designate I-190 Re-designated as part of National Highway System	+\$77,109

⁴ Program funding minimums require that each state receive at least ½ percent of total Interstate Maintenance and national Highway System apportionments combined. South Dakota's FY 2009 apportionment for these two programs combined is approximately 0.667%. Removing funds from the IM program due to de-designation of I-190, would reduce South Dakota's portion of the two programs, combined, to 0.666% of the total.